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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
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1. The Central Directorate of Eastern Basins (Tsentralnoye Upravleniye Basseynov Vostochnykh Rayonov) was a central directorate (TsUpr) of the Ministry of the River Fleet subordinate to the MRF Minister through his third deputy minister. Sixty employees worked in this administration, which was responsible for the organization of river transport in USSR eastern regions and coordinated the activity of the following seven steamship companies:

a. The Lower Irtysh River Steamship Company (Nizhne-Irtyshskoye Rechnoye Parokhodstvo), whose central directorate was located in Omsk, operated on the Irtysh River from Omsk to the junction with the Ob River. The transport capacity of this company was 5,000,000 -6,000,000 tons per navigational year. The main cargoes transported from Omsk to the Ob River were: raw cotton, cattle, machinery; to Omsk went timber, furs, and fish. The fleet consisted of 120 self-propelled ships and 150 barges. Self-propelled ships were largely steam engine, wheel-type tugboats with up to 600 hp; about 30% of these were of the propeller-type. Barges were made of steel and had a capacity of 2,500- -3,000 tons. Ships repair yards of this company were located in Omsk and Tobol'sk; they did work to the value of 25,000,000-30,000,000 rubles in 1951.

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25 YEAR RE-REVIEW

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b. The Upper Irtysh River Steamship Company (Verkhne-Irtyshskoye Rechnoye Parokhodstvo), whose central directorate was in Semipalatinsk, operated on the Irtysh River from Omsk to Ust'-Bukhtarma. The transport capacity of this company was 3,500,000-4,000,000 tons per navigational year. The main cargoes transported to Omsk were raw cotton, foodstuffs, fruit, tea, and cattle; from Omsk came timber, furs, and machinery. Eighty self-propelled ships and 80 barges made up the fleet of this company. About 50 of the self-propelled ships were small diesel and steam engine wheel-type tugboats, which used coal as fuel; all the rest were small passenger ships. Work done by the ship repair yards, located in Semipalatinsk, amounted to 18,000,000-20,000,000 rubles in 1951.

c. The West Siberian Steamship Company (Zapadno-Sibirskoye Parokhodstvo) probably had its central directorate located in Omsk. This company operated on the Ob' and Ural Rivers, going from Kolpashovo to Obskaya Guba on the Ob' River, and from Mednogorsk to Gur'yev on the Ural River. The transport capacity of this company was 8,000,000-9,000,000 tons per navigational year. Main cargoes going down the Ob' River were machinery, consumers' goods, and timber; cargoes going up the Ob' River were timber and furs. A large transportation of slave labor went in both directions on the Ob' River. Cargoes transported in both directions on the Ural River consisted of consumers' goods, machinery and fish (especially river). Copper went to Gur'yev. the fleet of this company, had approximately 100 self-propelled ships and about 150 barges.

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d. The Yenisey River Steamship Company (Yeniseyskoye Parokhodstvo), whose central directorate was located in Krasnoyarsk, operated on the Yenisey River from Minusinsk to Dudinka. In addition to this main line, the company served the rivers Verkhnyaya, Nizhnyaya Tunguska, and Podkamennaya. The transport capacity of this company amounted to 4,000,000-5,000,000 tons annually. Cargoes shipped to Dudinka were mainly timber and cattle. The cattle came largely from the Abakan region in Khakasskaya Oblast, which was a very large cattle breeding center in the USSR, and was also noted for sheep and horse breeding. Timber, machinery, and ores and coal (locally transported) went to Minusinsk. This company's fleet consisted of 60 self-propelled ships and 80 barges; the self-propelled tugs were mainly steam engine propeller-type tugboats of 600-800 hp. Ship repair facilities of this company were located in Yeniseysk, Krasnoyarsk, and Minusinsk; their 1951 quota required production equivalent to 60,000,000 rubles.

e. The East Siberian River Steamship Company (Vostochno-Sibirskoye Rechnoye Parokhodstvo) had its central directorate in Magadan. This company operated on the Indigirka, Kolyma, and Anadyr' Rivers. Its transport capacity was 2,000,000-2,500,000 per navigational year. The navigation year lasted approximately three months. Cargoes consisted largely of construction materials, foodstuffs, and, especially, slave labor. The area serviced by this steamship company was the largest slave labor region in USSR. Some knowledgeable people, among them a friend of mine (Engineer who was chief of a planning section at a slave labor camp, Plant No. 1, in Sovietskaya Gavan'), estimated the number of slave-labor convicts in this area in 1945 to be 8,000,000-9,000,000. Quite extensive construction projects were launched in this area in 1944. In connection with this, slave labor camps were organized in the region from Pechora to Magadan; this region was referred to by the Soviet population as "convicts' capital". The transport fleet of the East Siberian River Steamship Company consisted of 40 self-propelled ships and 60 barges. Self-propelled ships were mainly

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steam engine propeller-type tugboats of 600-800 hp, which used wood and coal as fuel.

f. The Lena River Steamship Company (Lenskoye Rechnoye Parokhodstvo), whose [redacted] was probably in Irkutsk, operated on the Lena River from Kashuga (Lake Baykal) to Tit-Ary, and partly on the Aldan River. The navigation year on the Aldan River lasted 1½-2 months. The transport capacity of this company was 1,000,000-1,500,000 tons per navigational year. Cargoes going in both directions were timber and furs; to Kashuga went fish, gold (from the Lena and Aldan gold mines); to Tit-Ary, grain, machinery, and construction materials. The fleet of this company consisted of approximately 30 steam engine, propeller-type tugboats and 60 barges. Barges were mostly of wooden-hulled construction.

g. The Amur River Steamship Company (Amurskoye Rechnoye Parokhodstvo) had its [redacted] located in Nikolayevsk na Amure. This company operated on the Amur River from the mouth of the Argun' River to Nikolayevsk na Amure. Its transport capacity was 1,500,000-2,000,000 tons per navigational year. The main cargoes transported to Nikolayevsk na Amure were timber, grain, furs, machinery, consumer goods, and cattle (from Mongolia). From Nikolayevsk na Amure came furs and timber. This company's fleet comprised 60-70 steam engine propeller and wheel-type tugboats of 400 hp, which used wood and coal as fuel. Ship repair facilities were located in Komsomol'sk and Nikolayevsk na Amure; their 1951 quota required work to the value of 30,000,000 rubles.

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